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the free air at different latitudes of the temperatures of freezing,  $0^{\circ}$  Fahr., and  $30^{\circ}$  below zero. The last chart of the set shows the best aerial routes to be followed by aviators across the North Atlantic Ocean in summer.

No one can study these excellent charts without feeling very deeply the loss which meteorology has sustained in the recent death of Professor Rotch. He truly was a pioneer in a new science.

R. DEC. WARD.

**Our Weather.** By J. S. Fowler and William Marriott. xi and 131 pp. Maps, ill., index. E. P. Dutton & Co., New York, 1912. 35 cents. 6 x 4.

This is one of the best of the numerous small texts on meteorology which we have seen. It gives, within the compass of 131 pages, a clear, readable and accurate account of the more common meteorological phenomena and observations, with sufficient explanation for the beginner. There are only two or three things which we wish were differently stated. The deflection of the wind from the gradient is still explained in the incomplete way first suggested by Hadley. And, "when rain is frozen, hail is formed," is somewhat inaccurate, even for a very simple primer. On the whole, however, we are much pleased with the little book. It is well illustrated, pleasantly written, and covers the subject in a remarkably successful way. The authors have skilfully avoided going too far into details, and have had space enough to include mention of some human relations of the weather, weather and agriculture, and weather lore. It is worth while to note that of the ten cases at Greenwich since 1841 when the temperature has exceeded  $94^{\circ}$ , three occurred during the memorable summer of 1911 (p. 30).

R. DEC. WARD.

### ECONOMIC GEOGRAPHY

**Les Chemins de Fer Coloniaux Français.** Par R. Godfernaux. 439 pp. Maps, ill. H. Dunod & E. Pinat, Paris, 1911.  $12\frac{1}{2}$  x 9.

This is a handy reference work on railroads built in the French colonies. The author deals mainly with technical methods in vogue among French engineers practicing outside the boundaries of their country. The information given on the resources of the different colonies is of a very general nature and devoid of the interest which will be found in the short accounts of their economic development.

A historical sketch of the exigencies that have led to the building of the several lines precedes their study. This is followed by an account of the construction replete with tales of financial and technical difficulties. All these notes contain data of value to engineers desirous of acquiring information regarding technical practice in districts situated at remote distances from centers of civilization. Great thoroughness appears to have prevailed in the collection of figures on costs and revenues of operation. Equal care has been bestowed on the technical description of the line and the rolling stock in use. While this is not of immediate import to the geographer, the description of the districts lying on either side of the various right-of-ways are not lacking in geographical interest when coupled to a study of these same districts as affected by the lines constructed.

Some forty railroad maps scattered through the text serve to illustrate the gradual penetration of the network of steel tracks in the heart of regions but recently considered as inaccessible. Unfortunately, no scale is given on some of these maps, the incentive to consult them being thereby weakened. Barring this error of omission, their usefulness as regards the location of these oversea French railroads is not questionable.

LEON DOMINIAN.

**The Railway Conquest of the World.** By Frederick A. Talbot. xv and 334 pp. Ills., index. J. B. Lippincott Co., Philadelphia, 1911. \$1.50.  $8\frac{1}{2}$  x  $5\frac{1}{2}$ .

No better measure of the physiographic aspects of the earth can be found than in the efforts of mankind to subdue them; and the railroads which have penetrated nearly every type of earth structure and climatic condition are